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THE VICE-REGAL PROGRESS.

LORD LORNE GOING TO MONTREAL. THE VICE-REGAL PARTY PROVIDED WITH AN ELE-GANT CAR, IN A SPECIAL TEAIN-LOYAL DEMON-

The Governor-General of Canada and the Princess Louise are now on their way to Montreal, having left Halifax yesterday morning in the elegant railroad car specially provided for them. The press correspondents accompany them. There were loyal demonstrations at Truro and other places.

THE JOURNEY WESTWARD BEGUN. A HEARTY FAREWELL AT HALIFAX-GREETINGS ALONG THE ROAD.

IBY TELEGRAPH TO THE TRIBUNE. CAMPBELLTON, Nov. 27 .- The royal train started at 11 o'clock for Montreal, where it will arrive on Friday noon, after remaining one night at Metapedia and another at Danville. A guard of honor drawn up outside the depot restrained the impatience of a great throng, while the Marquis and Princess alighted from their carriage. The crowd cheered again and again as the Princess walked along the carpet and entered the car. After the start was made the Marquis passed through the train, shaking hands with every one, and finally reached the Press car. Here every correspondent was presented to him, and he remained with them a quarter of an hour, and when he retired he received four hearty cheers. The original plan of the correspondents was to go by a special train, which would have started several hours after the royal train and then have passed it on the road, thus auticipating its arrival in Montreal. By request of the Marquis this plan was modified, and an elegant Pullman car was attached to the royal train and placed at the disposal of the correspondents.

The Marquis and Princess occupy the last car on

the train and travel in seclusion. The drawingroom car is in front of them, and then come coaches occupied by staff officers, Cabinet and other Dominion officials, and the ladies who accompany the Princess. The two travellers in the last car, therefore hold receptions very easily if they grow weary of themselves and the scenery, and when they are hungry they can solace themselves with the best that the markets afford, from prairie chicken or mallard duck to chocolate cream and Madeira wine jelly. At night the train will not be in motion, so that the royal progress will be made comfortably if

The car in which the Royal progress is made from Halifax to Montreal is one of the most elegant that ever trundled over a railroad bed. It is the palace car of the Intercolonial Company, and it has been scrubbed, painted, varnished and silver-plated until the trucks underneath and the ventilators overhead are bright and glossy. The exterior of the par is a brilliant Tuscan red richly ornamented with gilt. On each side are the Royal Arms, and at each of the four corners is the crest of the Marquis. The hand-rails at each end have been silver-plated. The interior of the car is luxurious. There is a fresh carpet on the floor of the dining-room; the easy chairs and other furniture are newly upholstered; the sides are of birdseye maple, trimmed with walnut; the window-frames are of mahogany, with plateglass and silver handles; the curtains and hangings are lined with brown silk; the lamps are silver-plated, and connected with powerful re-flectors; and the bedrooms are heated with hot water, and very handsomely furnished. This is the carriage in which the Princess is to ride nearly a thousand miles through a bleak and desolate region. Behind the royal car are three Pullman coaches, a restaurant car, and three other cars, one of them laden with baggage. Doubtless the Princess and her Scottish Laird will wish more than once during their long journey that there were fewer tapestries and silver handles and a good deal more steam and speed in the engine.

There were groups of expectant and enthusiastic villagers at every station as the train rolled on from Halifax, but there was no noticeable demonstration of loyalty and good cheer until Truro was reached. This is a wealthy old town of over 4,000 inhabitants, at the head of Cohequid Bay. Two compames of a Highland regiment were drawn up at the station as a guard of honor, and a reception platform was approached through an arch at the centre of the building. The palace car stopped near the platform at the siding, immediately in front of the arch, and the Governor-General stepped forward to receive an address from the town council, and the greetings of a great throng of townspeople. The proceedings lasted not more than ten minutes, but were hearty and spirited. Although the squeak of the bag-pipes was heard here, there is as much Irish as Scotch blood in Truro. Among the early settlers were bands of Scotch-Irish from New-Hampthire and disbanded soldiers from Ireland, and the stock has not run out yet, as one could tell from the

From Truro the railroad runs almost in an air line for 300 miles along the neck of Nova Scotia and the eastern border of New Brunswick to Dalhousie in the north, whence it passes eastward to the St. Lawrence, opposite Quebec. The country is heavily wooded, and the scenery is monotonous. The Cohequid Hills in the vicinity of Amherst are well-rounded and handsome, and beyond Moncton Junction there are some bold prospects; but, for the greater part of the way, the views from the car windows are dull and dreary. The tall beech and the luxuriant sugar maple lose their charm when one sees a few hundred thousand of them every hour, and the broad lines of evergreen vegetation of the North are inexpressibly sombre and cheerless, It is to be hoped that the Princess has merry traveling companions, for there is little entertainment to be had from the vistas of Eastern New-Brunswick.

ling companions, for there is little entertamment to be had from the vistas of Eastern New-Brunswick. Taere is nothing there to remind her of the Kvies of Bute, Loch Fyne or the coast of Argyll, where sie went sketching once upon a time.

This edge of the Dominion mainland fronts upon Prince Edward's Island, and is very thinly populated. The most prosperous town is Amherst, at the head of one of the great arms of the Bay of Fundy, and here a longer stop was made, and the Governor-General and Princess Louise were greated heartily by the crowd that flocked around the station. The Marquis was presented with an address of welcome to which he responded by a speech from the platform of the car. The sudden fail af a side arch at this place somewhat marred the ceremony. At Moneton Junction, where the St. John branch diverges from the main line, there was another throng eager to see the Princess's face and to hear her husband's voice. Here, and at Newcastle, where there was also a large crowd, loyal addresses were presented, which the Marquis gracefully acknowledged. From Newcastle northward the journey was a more quiet ore. It is a pity that the Dominion officials decided to run by Quebec without halting for breath. A glimpse of that quaint but beautiful old town would have done much to reconcile their English Princess to exile in the Colonies.

NOVA SCOTIA INTERIORS. THE PAINTINGS IN THE PROVINCE BUILDING-ROW TO ENTERTAIN A PRINCESS WITH OLD LACE AND

OLD CHINA. [FROM A STAFF CORRESPONDENT OF THE TRIBUNE.] HALIFAX, Nov. 25, -Some of these Nova Scotian interiors are worth describing for their own sake, as well as for that of the English Princess who is now a commanding figure in them. The old Province Building, in which the inauguration ceremonies took place, was built as far back as and yet in architectural effect it makes many of our recent public edifices in the United States look vulgar and shame-faced. It is a structure of gray stone of such extreme simplicity as to suggest the thought that the architect must have been a Quaker, and yet such is the dignity of the work that one feels like uncovering his head when he passes by. There are two large halls in this noble building, in one of which the oath of office was administered to-day to the new Governor-General, while in the other the levée will be held to-morrow afternoon. The full-length portraits in these rooms

are the only noticeable feature, for the ceilings, furniture and hangings are what are ordinarily seen in old-time legislative halls. On the right and left of the vice-regal throne, before which the Princess is to stand when she receives Princess is to stand when she receives the greetings of the citizens, are portraits, one of the best of which is Benjamin West's Sir Thomas Strange. Opposite the throne are portraits of two great soldiers who were born in the Provinces—John Inghs of Lucknow, and Fenwick Williams, who defended Kars so heroically during the Crimean War. Two great balls have been given in this legislative hall—one in 1841, when Prince de Joinville visited the city, and the other in 1860, when the Prince of Wales received as hearty a welcome as has fallen to the Princess's lot to-day.

Reference has been made in dispatches to the

Reference has been made in dispatches to the house in which the Princess has had her first glimpse of home-life in the Dominion. It is one of the handsomest and most tasteful houses to be found the country round. The Admiralty House is approached from Gottingen-st., a mile and a half from the heart of the city, and stands on an elevated plateau overlooking the dockyards, the barracks and the harbor. It is the official residence of the Commander-in-Chief of the North American and West Indian Squadrons. It is an old-fashioned but substantial manor-house, built of variegated stone, two stories in height, with gable windows and tall chimneys projecting from the roof. The front is as fresh and charming as clean-faced stone, bright green blinds and a porch that is a delight to the eye can make it. The long vestibule is approached by four stone steps, and is divided midway by two more. The ceilings are plain, the walls are painted light green, the floors are covered with choice plants, and in front of the arched doorway are two seven-pound torpedo guns. The woodwork of this doorway is painted light vellow, and the general effect of the deep vestibule is light and airy. The main corndor is the finest feature of this old-fashioned house. It is broad, deep and high, and is not too dark. On the side walls are huge circles formed of marine cutlasses, and at the further end are braces of revolvers, tomahawks, hatchets, and naval weapons in pairs, while the British colors are displayed to the right and left. In one corner stands a fine old black walnut table, and the chairs are small but handsome, each bearing an anchor on a shield. The floor is covered with oil-cloth, and a drugget runs from end to end, with palms, ferns, begonias, cedars and rare plants on each side. The Princess must have fancied herself in some English country-seat of the best order when she entered this spacious hall.

To the right of the hall is a square room known arched doorway are two seven-pound torpedo guns.

To the right of the hall is a square room known as the study. The ceilings are plain, the curtains crimson, with lace directly behind the windows. the mouldings high and the wall-paper delicate, and the upholstering in neutral tints. From the mantel hangs elegant Turkish lace, and above are handsome ornaments, a bronze clock and a long row of large royal plates superbly decorated. There are no books in the study, but there is a long table at which the Vice-Admiral writes his dispatches. Directly behind the study is the drawing-room, which is quite luxuriously furnished. It'is lighted by four windows, two or which open upon a broad piazza and command a view of the harbor. The piazza and command a view of the harbor. The background of the mantel is another set of royal-ware plates, richly ornamented and designed a hundred years ago. The most peculiar ornaments in front of the china are vases from the Tuileries of the days of Napoleon III., set with blue and green turquoises. Across the room is an étagére filled with old chin., and every table has its burnished candelabrums. One of the curiosities of the room is a huge chronometer, which was worn by the Vice-Admiral's grandfather. The large flower-pieces in the wall-paper are almost too large flower-pieces in the wall-paper are almost too prominent, and the ceilings too bare to be in accord with latter-day ideas. It is an old-fashioned drawing-room, and possibly none the worse in the matter of taste for being rather behind the times. *

The dining-room is back of the main hall and adjoins the drawing-room, its three windows opening upon the broad piazza which faces the barbor. In the centre of this spacious room is a circular table at which seventeen guests can be scated, and to the right and left are large square tables. The round-table has in the centre a movable base for a round-table has in the centre a movable base for a fountain with thirteen jets. The Vice-Admirai is fond of old china, and his table has a splendid setting. A hundred plates painted by hand in Copenhagen, and no two alike, can be set before his guests, and his decanters and fancy glass are elegant, there being no plain glass on the shelves. There are fire-places at each end of the room with a pair of plain crimson fire-screens. The floor is covered with a dark drugget and the furniture is comparatively plain. A presentation service is the most conspicuous ornament in the room, and the mantels are lined with old china and fine glass.

The main staircase is to the right as one leaves The main staircase is to the right as one leaves

the dining-room. Half way to the second floor, at the turning point of the staircase, is a large window filled with flowers and plants, prominent among them being a great tuft of Scotch heather and a Jerusalem cherry. The suite occupied by the Governor-General and the Princess is over the dining-room and a section of the drawing-room. The bondoir and bedroom are carpeted alike, in dark green, and the window hangings are of lace and cretonne, with flowers on a bright brown ground. In the boudoir hang portraits of the Queen and the Prince Consort-faces which the Princess could scarcely have expected to see on the evening of her arrival in a strange land. It is not the Queen whom she left in England, but the Queen of thirty years agone, young, gracious and winning. Among the other pictures are several fine chromes and two water-colors from the Vice-Admiral's own hand—for he, like the Princess, is an artist with a trained eye and hand. One of these water-colors was painted on his last cruise, and represents one of the vessels of the Spanish Armada dismantled. The other is also a marine view—a stormy night at sea. On the mantel is a curions compass-barometer clock, and in front of it lies a long Malay blade in a sheath. Here, too, are two Venetian vases of rare beauty, with a pair of handsome candlesticks. The mantel is fringed with Greek lace of exquisite fineness, which the Princess, who not only knows good lace when she sees it, but is said to have a genius for fancy embroidery and needlework, could not help but admire. In front of the fireblace is a Turkish hearthrug. There is one beautiful sofa-stand made of several woods with an inlaid mother-of-pearl top, but the most interesting thing in the room is a little chair which belonged to the Princess's grandfather, the Duke of Kent, when he commanded the British forces in Halifax. This was the same worthy gentleman who had so much to do with constructing the fortifications which crown the crest of the hall chromes and two water-colors from the Viceman who had so much to do with constructing the fortifications which crown the crest of the hill above the city, which have welcomed the arrival of his granddaughter.

The windows of the bedroom, like those of the boudoir, look out upon the broad sweep of the bay, where the fleet is lying at anchor. The walls here are lined with chromos and water-colors, the Vice Admiral's hand furnishing some of the work, and the principal picture being "The Italian Beauty," mantel is dressed with beautiful Egyptian lace, and a small screen stands beside the fireplace. The richest lace in the room hangs from the dressingtable and was purchased in Malta; and upon the table and was purchased in Malia; and upon the table is a curious pair of candlesticks which the Vice-Admiral found in Portugal. The centre-table is covered with royal purple. The bedstead is of black walnut, and the bed-cover is rich enough for a Princess to sleep under—for it is Greek lace. Opening into the bedroom is a large bathroom. The suite embraces one side of the house, and is ordinarily occupied by the gracious hostess, through whose courtesy I have been able to place these details before the ladies who read The Tribune.

TELEGRAPHIC NOTES.

A RUMOR FROM A SILVER MINE.

SAN FRANCISCO, Nov. 27.—Keports from the Sierra Nevada last night were to the effect that the cross-cut had passed through perphyry and reentered rich ore.

AGAIN BEFORE THE PUBLIC.

CINCINNATI, Nov. 27.—The Abend Post, a German evening paper, resumed to-day. It is owned by the following stock company: J. B. Jeup. Enfor; dustave Tafel, Judge Lindeman and Andrew Primann.

Lindeman and Andrew Primann.

TOTAL LOSS OF A STEAMBOAT.

MEMPHIS, Tellu., Nov. 27.—A private telegram
from Helena now states that the steamboat A. J. White,
which sank yesterias, will prove a total loss. It is valued at
\$12,000, on which there is no insurance.

\$12,000, on which there is no insurance.

A BOSTON PLAINTIFF MADE TO WAIT.

BOSTON, Nov. 27.—In the case of Waiter Farnsworth against the City of Boston, in which the plaintiff obtained a veryiet of \$144,000 for land surrendered to the city, the Supreme Court to-day granted a new trial.

THE ASSETS OF D. C. GRISWOLD & CO.

BOSTON, Nov. 27.—At a meeting of the creditors of D. C. Griswold & Co. to-day, the liabilities of the firm were stated to be \$196,612 68; assets, \$75,214 97. The commutee recommended that the firm pay 35 cents on the dollar within thirty days from December 14. Accepted.

NEW-YORK, THURSDAY, NOVEMBER 28, 1878.

THE COLLECTORSHIP AT NEW-YORK. BOOK OF ESTIMATES TO ACCOMPANY THE PRESI-DENT'S MESSAGE-TRADE WITH SOUTH AMERICA

WASHINGTON.

-GENERAL NÉWS. The probability in regard to General Merritt retaining the Collectorship at Newwhether the Senate confirms or York. his name, is discussed in a disrejects patch given below. The President will to Congress a book of estimates send for 1880. The estimates are in substance the same as the appropriations for 1879. Mr. Fralick advocates the starting of a number of steamship lines to the southern half of this Continent. Architect Hill was arrested yesterday under the Chicago indict-

MERRITT AND ARTHUR.

THE POSITION WHICH THE ADMINISTRATION WILL TAKE IN CASE OF GENER . MERRITT'S REJEC-TION-A CLAIM THAT GENERAL ARTHUR CANNOT TAKE HIS PLACE WITHOUT THE PRESIDENT'S PERMISSION-GENERAL MERRITT TO BE MADE

IBY TELEGRAPH TO THE TRIBUNE. WASHINGTON, Nov. 27 .- The near approach of the meeting of Congress revives the question of General Merritt's confirmation as Collector of the Port of New-York, and the possibility of General Arthur's restoration by the rejection of Merritt. It is known that the Administration claims the right, under the statute, to keep General Merritt in office until the 4th of March, 1879, whatever the action of the Senate may be, and the following statement covers the course which the Administration has decided that it will pursue in case of General Merritt's rejection, no matter what the sentiment of the country may be.

The law on the subject is contained in Section The law on the subject is contained in Section 1768 of the Revised Statutes, and is as follows:

SEC. 1768. During any recess of the Senate the President is authorized, in his discretion, to suspend any civil officer appointed by and with the advice and consent of the Senate, except judges of the courts of the United States, until the end of the next session of the Senate, and to designate some suitable person, subject to be removed, in his discretion, by the designation of another, to perform the duties of such suspended officer in the meantime; and the person so designated shall take the oath and give the bond required by law to be taken and give the bond required by law to be taken and given by the suspended officer, and shall, during the time he performs the duties of such officer, be entitled to the salary and emoluments of the officer, be entitled to the salary and emoluments of the officer, be part of which shall belong to the officer suspended. The President shall, within thirty days after the commencement of each session of the Senate, except for any office which in his opinion ought not to be filled, nominate persons to fill all vacancies in office which existed at the meeting of the Senate, whether temporarily filled or not, and also in the piace of all others suspended of and it the Senate during such session shall refuse to anvise and consent to an appointment in the piace of any suspended officer, then, and not otherwise, the President shall nominate another person, as soon as practicable, to the same session of the Senate for the office.

By the provisions of this section it is claimed by 1768 of the Revised Statutes, and is as follows:

By the provisions of this section it is claimed by the Administration that an officer may be suspended by the President until the end of the next session, and that the officer designated in his stead shall perform all the duties of the office in the meantime. This provision is not affected, it is asserted, by the rejection during that session of the designated officer, nor by the confirmation of any other person nominated to the place. In the discretion the President, the designated officer may hold until the end of the next session. That the rejection of the designated officer does not restore the suspended officer is evident, according to this view, from the provision that in case the Sen-ate refuses to advise and consent to an appointment in the place of such suspended officer, the President "shall" nominate another person.

As applied to the present status of the Customs officers at the Port of New-York, this construction of the laws declares that General Merritt shall, in the discretion of the President, be the Collector at the Port of New-York until the 4th of March next, no matter what may be the action of the Senate upon nominations made to it in the mean-time. If there should be no confirmation by the

time. If there should be no confirmation by the Senate during the next session the power to suspend any officer would still reside in the President after the expiration of such session.

General Arthur therefore, cannot, if this view is sustained, assume the duties of the office before the end of the session without the consent of the President, which will not in any event be given; and when the session ends the President will have the same power to suspend as in the first instance. It is the settled purpose of the Administration, in case the necessity arises, to exercise this power.

THE BUDGET FOR 1879-'80.5 THE ESTIMATES ALMOST EXACTLY THE SAME AS THE

APPROPRIATIONS AT THE LAST SESSION. IBY TELEGRAPH TO THE TRIBUNE.

Washington, Nov. 27.-The President will transnit with his message a book of estimates, showing n detail the sums asked for for the service of the Government for the year ending June 30, 1880. While the totals for the Departments proper have

een kept within the appropriations made by the last Congress, it is a curious fact that the Demoratic House, which made so much noise about reductions, appears at the very opening of the book with increased estimates of over \$61,000. Where the Senate asks an increase of the usual expenses for salaries, etc., of only \$2,000, the House asks \$10,000, and where the Senate asks an increase of \$20,000 in contingent expenses the House asks \$50,000, only a small part of which is on account of the larger membership of

The estimates for the Executive proper are the ame as the appropriations of the present year. The State Department asks an increase of \$17,-000, but \$10,000 of this is for publishing the laws

of the present Congress. Throughout all the numerous branches of the Treasury Department, except the Internal Revenue, there are only two items of increase asked for, one \$2,500 in contingent expenses, and of \$13,500, which is made necessary by an act of the last Congress establishing the office of Superintendent of the Life-Saving Service. The total increase asked for the office of Director of the Mint, and for all the mints and assay offices is a trifle over \$95. The total estimates for the Territorial Governments have been decreased \$5,000 below the present appropriation. The Commissioner of the Internal Revenue asks for an increase of \$100,000 for salaries and all the expenses of collectors' offices, and \$25,000 over present figures for detecting and bringing to trial the violators of the Internal Revenue laws.

The total of increase for the War Department proper is only \$70,000. The estimates for the Navy Department remain the same.

The increase for the Pension, Indian, Land and Patent Offices is \$280,000.

The totals asked for by the Post Office Department proper are the same as now appropriated. The Commissioner of Education asks an increase of \$18,000. The Commissioner of Agriculture makes his estimates to conform exactly to the present approhis estimates to conform exactly to the present appropriation, but recommends an increase of \$1,000 to his own salary, and an increase of \$100 each for five other officers, and \$200 each for two more. He also recommends the appointment of three assistant chemists.

There is an increase of \$18,000 asked for by the

Department of Justice, but none of this is in the fund used for such prosecutions as those now in progress in the South. The funds required for this purpose are under the head of United States Courts, and the mercase asked is \$250,000. Of this sum a considerable portion is stated in the text to be for defraying the expenses incurred in the enforcement of the act to mater the right of extrems of the derraying the expenses incurred in the enforcement of the act to protect the right of citizens of the United States to vote in the several States of the Union. Upon this item and the corresponding one asked by the Commissioner of Internal Revenue, a great political battle is expected to take place in each House.

STEAMERS TO SOUTH AMERICA. REPORT TO THE POSTMASTER-GENERAL IN FAVOR OF ESTABLISHING A NUMBER OF LINES.

INT TELEGRAPH TO THE TRIBUNE. WASHINGTON, Nov. 27 .- The report made to the Postmaster-General by Mr. J. W. Fralick contains facts which were not brought out in the report to the

State Department, a synopsis of which has already been published in THE TRIBUNE.

Mr. Fralick sums up the general result of his inquiries n South America as determining the point that direct mail service and steam communication are indispensable to the opening of commercial relations on any satisfactory scale. The relations the countries of that part of the earth hold to England, and to Europe generally, he says, have been developed by the agency of steamship lines which in the aggregate now form the largest steam commercial fleet in the world. There are not less than fifteen distinct lines trading between South America and Europe, employing together about one hundred and fifty first-class ocean steamships. The manner in which this extensive navigation has been sustained, says Mr. Fralick, is important as a guide to what is possible in the case of America. It appears that from the outset a liberal compensation for mail carriage has been paid, first to the Royal Mail Steamship Company, which yet receives from the British Government £174,914 per year for its entire South American service, the same time receiv-ing a liberal payment for mail service from Brazil. The Brazil and River Plate Company receives £46,885, its compensation being distributed upon branches not covered by the Royal Mail Steamship Company. This com-pany has had an allowance from Brazil also, which ceased, however, in 1877. The Pacific Steam Navigation Company receives £16,000 directly, but has in addition 3s. 6d. per pound of mail matter carried; it also receives from each of the Governments of the West Coast a liberal sum; from Peru, \$116,000, Chib, \$100,000, and Ecuador \$8,000 per year, together probably equal to \$500,000 per year. The report concludes as follows:

The American line which was in operation from the United States to Rio de Janeiro awakened the divellest interest in the River Plate as well as in Brazil, the belief being general that the number of vessels would be increased so as to extend the line to the River Plate at least, and probably go through the straits to the west coast. No possible measure could so attengthen the United States in those countries as the official recognition and establishment of size a line. The mere putting on of

least, and probably go through the straits to the west const. No bossible measure could so strengthen the United States in those countries as the official recognition and establishment of suca a line. The mere putiting on of vessels without such recognition would be considered as a temporary measure only, certain to be soon discontinued. At present we are in a position of almost positive discouracy toward Brazil by the failure of the passage of the bill authorizing the establishment of the mail routes between the two countries and the proposed contract for the service, and it is difficult to give any satisfactory explanation of the facts.

Certainly a great opportunity for commercial advancement is offered to us at the present time in those neighboring States of our Western Hemisphere, the opportunity to enter markets equal in maritime commerce to the largest of the trans-Atlantic world, on terms of peculiar preference and tavor if we do so in what to them, at least, appears the only appropriate way, namely, in our national capacity, with steamers bearing our flag and carrying the mails under contract with our own Government. We are at least relieved from humiliating dependence on other countries, and particularly outhose whose interests might be construed to be adverse to any opening of these markets to our trade. It is not possible to meet the commercial wants of South America or of the United States by the establishment of a single line of mail steamers from the United States. The magnitude of our business, in which ten or twelve lines from Earope have been engaced, will require many vessels and a reasonable distribution of the service to points where the heavy exchanges of flour and provisions outward, and coffee, rubberr, wool, hides, dyewoods, etc., make a certain business. The Mississippi Valley, from which the products of our soil are wanted, should equally divide the commerce with the East, with its varied manufactures equally in demand, The European lines are none of them less than semi-monitoly, and

CURRENT TOPICS AT THE CAPITAL. FRESH REDEMPTION OF FIVE-TWENTIES.

WASHINGTON, Wednesday, Nov. 27, 1878. the seventy-third call for the redemption of 5-20 bonds of 1-65, consols of 1865. The principal and interest will be paid at the Treasury on and after the 27th day of February next, and the interest will cease on that day. The following is a description of the bonds:

Coupon bonds dated July 1, 1865, namely: \$100-No. 142,001 to No. 146,000, both inclusive; \$1,000-No. 197,001 to No. 200,000, both inclusive; \$500-No. 102,001 to No. 104,000, both inclusive. Total Coupon,

\$2,000,000.

Registered bonds redeemable at the pleasure of the United States after the 1st day of July, 1870, as follows: \$100-No. 19,223 to No. 19,260, both inclusive; \$500-No. 11,220 to No. 11,320, both inclusive; \$1,000-No. 39,001 to No. 39,300, both inclusive; \$1,000-No. 12,351 to No. 12,700, both inclusive; \$10,000-No. 24,121 to No. 25,350, both inclusive; Total registered bonds, \$3,000,000. Aggregate, \$5,000,000. ARCHITECT HILL IN ARREST. This morning Deputy Marshal Stillwell, of

the Northern Illinois District, arrived here with a certithe Northern Illinois District, arrived here with a certified copy of the indictment recently found at Chicago, charging Supervising Architect Hill and A. G. Mills, a contractor, and others, with conspiring to defraud the Government. He had also warrants for the arrest of Messrs. Hill and Mills, and on presenting them to Chief-Justice Cartter, bench warrants were issued and were Justice Cartter, bench warrants were issued and were Messrs. Hill and Mills, and on presenting them to ChiefJustice Cartter, bench warrants were issued and were
served by Deputy Marshal Williams, who had the accused persons in court at 2 o'clock. The ball fixed in
Chicago was \$5,000 each, and the same amount was
fixed here for there appearance to answer December
16. Ball was given about 3 o'clock. Messrs. Robert C.
Hewitt and Samuel Ceas, wenton Mr. Mills's bonds,
Lester A. Barliert became surety for Architect Hill.

A FILL'S H FIGHT OVER TOBACCO.

GRUBER, FIRANZ, of New-York; landed at
Cherbourg.

In spite of the protest of the Commissioner of Internal Revenue against any change in the tobacco ax [printed on another page]. Southern men are still ent upon a reduction of the tax and will endeavor to best upon a reduction of the tax and with endeavor its force the passage of the House bill. At the last session, a bill reducing the tax from 34 to 16 cents per pound passed the House. It is now in the Scuate Committee on Finance, where the opinion is very much divided.

STILL BUYING SILVER BY THE TON.

Bids for the sale of silver were opened at the Treasurysthis afternoon. Between 300,000 and 400,000 onness were purchased at a fraction below the London quotation to-day.

WASHINGTON NOTES.

Washington, Wednesday, Nov. 27, 1878.

The subscriptions to the 4 per cent loan yesterday

The subscriptions to the 4 per cent som year-ray amounted to \$1,128,700.

The joint commission on the transfer of the Indian Barcau to the War Department met briefly to-day. The course to be pursued by the commission before making a report in January was discussed, and an adjournment was taken until Friday morning.

The United States Coast Survey Steamer Blake will eave here te-morrow for the West Indies. She will be leave here te-morrow for the west index. See will be gone six or eight months on a scientific cruise. Profes-sor Agussiz, of Combridge, joined the Blake to-day. The work of the expedition will consist principally of deep sea soundings and dredging.

The Controller of the Currency has received a letter

from the National Bank of Pontiac, Id., stating that a \$600 package of new \$5 notes had been stolen. The bank numbers of these notes are 711 to 740 inclusive, and the Treasury numbers are 252,081 to 252,110 in-clusive. There were also stolen at the same time \$600 in unsigned \$5 notes, bank numbers 741 to 765 inclusive, and Treasury numbers 252,111 to 252,135 inclusive. The House Committee on the Census was to have met

day, but only Messrs, Cox, Ryan and Jorgensen put on an appearance. There being no quorum the con tee adjourned until Wednesday next, when it will meet with the Senate Committee on the Census, General Francis A. Walker, Superintendent of the Census, has in-dicated that he will be present next week and give his yows with reference to certain amendments in the ex-lating laws, etc.

THE INCENDIARY AT CAPE MAY.

CAPE MAY, Nov. 27 .- The investigation nto the cause of the late fire in this city, which has just losed, points to the fact that the fire was the work of an incendiary, and that Samuel R. Ludlam is the guilty person. Ludlam denies all knowledge of the act, but twenty-three out of thirty witnesses examined swear that they saw him in the vienity of the origin of the fire, and make affidavits to that effect. He will be ar-rested, and will probably be tried at the December term of the court.

CRIMES AND CASUALTIES-BY TELEGRAPH.

New-Haves, Count. Nov. 27.—At a special town meeting held in East Haven to-day, a committee of three was appointed to examine the accounts of Special Finance Agent Brays, which are said to be short from \$30,000 to \$40,000.

MAYS, which are said to be short from \$30,000 to \$40,000 JAILORS SUSPENDED FROM OFFICE, RICHMOND, Va., Nov. 27.—Three men escarom the City Jail has night. The escape points to care ess on the part of the jail officials, and Judge Christian referred the suspension of the officers matil an investigatal law been hast.

A COMMUTATION AND A PARDON.

ALBANY, N.Y., Nov. 27.—Joshua Carey, sentenced for life to Clutton Prison in 1858, has been released by the Governor through a commutation of sentences. Thomas Barney, sentenced to the New York Penticuliary for one year, has been pardoned by the Governor.

A HORIGIBLE STORY FROM THE WEST.

CINCINNAIL, Nov. 27.—It is now said that Harris, the old colored man, who was lynched at Mount Vernon, Ind., October 11, was taken by five masked men five funcestribable torture, burned to ashes.

indescribable torture, burned to ashes.

VICTIMS OF THE NEW IRON PIER.

HIGHLAND STATION, N. J., Nov. 27.—A gang of laborers was at work on the occan bluft this morning diging at a way for the foundation of the new iron pier, when the embankmen fell in, burying the men. All except one were speedily rescuied. A man named Syms was under the earth nearly an hour before his body was recovered.

THE LOST POMMERANIA.

THE CAPTAIN'S SAFETY CONFIRMED. HE NUMBER OF LOST AND MISSING REDUCED BY LATER INFORMATION-NONE OF THE CAPTAIN'S

FIMILY ON BOARD. The good news of Captain Schwensen's safety is fully confirmed. After being in the water about three-quarters of an hour, he was picked up by a life-boat from the City of Amsterdam and is now at Rotterdam suffering from nervous prostration. Neither his wife nor any of his children were on board the lost steamer. The number of persons lost fortunately turns out to be less than was at first supposed. It appears from the lists below, in which all information attainable has been embodied, that of the passengers and officers, eighteen were certainly lost and twenty-four are missing. Three sailors are also unaccounted for. Among the lost are Mrs. Clymer, her son Richard, her daughter Maria, and Mr. Lücke and family. These were in the boat which was swamped by being overloaded.

CAPTAIN SCHWENSEN AT ROTTERDAM. THE BRAVE COMMANDER CONSIDERABLY SHAKEN-RESCUED AFTER BEING NEARLY AN HOUR IN

ROTTERDAM, Wednesday, Nov. 27, 1878. Captain Schwensen left the port of Maasluis imnediately for this city, where he is now under medical treatment, his nervous system being strongly affected. He sees no visitors, and refrains from conversation. The captain of the City of Amsterdam, the vessel which rescued Captain Schwensen, says Monday night was very dark. When the Pommerama was off Folkestone, Captain Schwensen left the bridge for a moment, but the moment he felt the shock he returned to the bridge; he cannot well recollect the subsequent events. The City of Amsterdam, which was passing at the time, heard cries for help, but could see nothing. Nevertheless she lowered her life-boats, which found Captain Schwensen floating on a piece of wood. It was then about 12:45 o'clock. Captain Schwensen's watch had stopped at 12:15 o'clock.

THE SURVIVORS DISPERSED. ONLY TWO CHILDREN NOW AT DOVER, London, Wednesday, Nov. 27, 1878. All the survivors who were at Dover left for this

city or the Continent this morning, with the exception of two girls, one of whom is three years and the other nine menths old. It is supposed that their parents or other relatives were lost, as no one has identified them. RECOVERING THE DEAD. LONDON, Thursday, Nov. 28, 1878. The remains of one woman and two men from the

wreck of the Pommerania have been landed at Hast. ings. One of the bodies is apparently that of an officer of the steamer. PASSENGERS AND OFFICERS SAVED. The following is a full list of all the passengers

and officers of the Pommerania known to have been saved: ADAMS, WILLISS., of Cleveland, Ohio; landed at Cherbourg.
ALEXANDRE, Mr., of Paris; landed at Cherbourg.
APPEL, CHARLES, of Cincinnati, Onto; landed at Cher-

bourg.
APPEL, MARTIN, of New-York.
ARN, RENEDICT, of Columbians, Ohio; landed at Cher-

ARN, IENEDICT, of Columbiana, Ohio; landed at Cherbourg.

ARNSTEIN, EUGENE, of San Erancisco, with wife, two children and nurse; landed at Cherbourg.

BANNEK, JURGER, of Davenport, Iowa.

BECKER, AGGEST, of Buffalo, N. Y.

BEETH, not on the passenger list. Reported among the saved by a dispatch from London.

REYHER, AUGUST, of Buffalo, N. Y.

BLIGHT, —, not on passenger list. Reported saved by dispatch from the London ascents of the line.

BLOCH, EMIL, of Clarkesville, Tein.

HEEGER, GOTTFRIED, of the Blace Hills.

BRAUN, JOHANN, of Quincy, Itl; landed at Cherbourg.

BROCK, SAMUEL, of Cleveland, Onio; landed at Plymouth.

BUTZ, FERDINAND, or Rutz, formerly of No. 55 Bayardels.

Cherbourg.

Haak, John, of Chicago, III.

Harder, Theodore E. C., of Greenpoint, L. L.

Hegerman, Wilhelm, of La Crosse, Wis.

Helm, O., chief engineer.

Hingerman, H. C., of Hoboken, N. J.

Holtzman, Forme. Her name is not on the passenger

HUNT, EDWIS, a returning English miner; landed at

HUST, EDWIN, a returning English miner; lauded at Pymouth. Jesse, William, of Norfolk, Conn. Jounson, John W., of Jamestown, N. Y. Jeschensky, William, formerry of Buffalo, Kerkely, C., of Brooklyn; landed at Cherbourg. Kino, Mrs. Sisan, of No. 121 East Twenty-inrd-st.; landed at Cherbourg. Kons, John, of St. Louis, Mo. Konnos, Miss E., of Crefeld; landed at Plymouth. Konnocherfer, Louis, of St. Joseph, Mo. Konnocherfer, Louis, of No. 184 Amity-st., Brooklyn; landed at Cherbourg. Kozi, Caroline, of New-York, Kraus, Gronce, of Delaware, Ohio. Kraus, Michael, of Delaware, Ohio. Kullmeier, Carl, of New-York, Laymann, Louis, of Akron, Ohio.

PANDERWIS, JOHN, a recurring weish liner; indied at Prymouth.

MILLER, MARTHA, a child about four years old, who says she is the daughter of a sea-captain now at Bucnos Ayres. She also says that her mother, sister Dora, and brother Alic, were on board the ship. Their names do not appear of the passenger lists.

MORI, FRIEDRICH, of Columbiana, Ohio, landed at Cher-bourg.

MONCHAL, SIMON, of New-York, MULLER, H., of Germany.

NULLER, H., of Germany.
NEUMANN, AMELIE, of New-York.
OHRNSTIEL, MISS. SOTHE, of New-York.
OLESON, J. C., of Omaha, Neb.
PAUKE, FRIEDRICH, of Nyers, Mich.
PEARCE, EDWARD, a returning English miner, landed at PEARCE, W. H., a returning English miner, landed at

PRANCE, W. H., a returning English miner, landed at Plymouth.

PETERSEN, PREDERICK, of Williamsburg.
PHILIPS, HOMMS, of Nevada, a returning English miner, manded at Plymouth.

POMMER, ROBERT, of St. Louis, Mo.
POPPLINIESEN, CONRAD, formerly of New-York.
PHINK, ARNOLD, of New-York.

RAREL LOUIS of St. Louis, Mo.
RACKELMANN, JOHN, LA Crosse, Wis.
RAHTELD, ADOLPH, wife and two children, of Franklin, N. J.

RASSMANN, LOUIS, of Philadelphia.
RASSMINSEN, HEMMONG M., of Milwaukee, Wis.
RAICH, C., of Newark, N. J.
RODIN, HENRY, Prolessor, of St. Louis, Mo.
SAMP, CARL, of New-York.

SCHEMEN, DAGORERT, of New-York; he landed at Cherboulty.

bourg.
SCLUEP, SAMUEL, of Columbus, Ohio; landed at Cher-SCILEEP, SAMUEL, of Columbus, Ohio; landed at Cherbourg.
SCHMIDT, HENRY, of New-York.
SCHNEIDER, RODERICH R., of New-York.
SCHOEN, ANTON, of New-York.
SCHREEDER, WILLIAM, of San Francisco, Cal.
SCHUE, GUSTAVE, of Chicago, Ill.
SCHWARTZ, L. F., of New-York; he landed at Cherbourg.
SCHWENSEN, H. F., captain of the vessel.
SIMON, ADDIATH, of Hastings, Minn.
STESGEL, TYPOLIT, of New-York,
STREISER, —, his name does not appear on passenger
list, but he is reported saved by a dispatch from London.
STROIL, H., of St. Louis, Mo.

don.
STROIL, H., of St. Louis, Mo.
TALISSKY, LOUIS, of Buffaio, N. Y.
THIEL, ADOLPH, of Chicago, Ill.
THOMAS, CHARLES, of Coorado; he landed at Plymouth.
TOLNGE, F., of Hoboken, N. J.; he landed at Cherbourg.
VEITH, LOUIS, of Keokuk, lows; he landed at Cherbourg.
WALZ, JOHN M., of Sandusky, Ohio; landed at Cherbourg. WARD, EDWARD A., wife, three children and nurse; landed at Cherbourg.
WEITZENHOFFER, LEOPOLD, of Hungary.
WESTERAL, C. N., of La Crosse, W.s.
ZUDSE, FRIEDRICH, of Calcago, Ill.

OFFICERS AND PASSENGERS LOST. The following are the names of those passengers and officers who are known to have been lost or are missing under such circumstances as preclude the hope that they were saved:

Bodisco, Alexander, age eighteen years, oldes the late Consul-General of Russia in this city. Bodisco, Mrs. Anna, widow of the late Consul-General of Russis, Waldemar de Bodisco. From private dis-

patches received yesterday, it appears probable that Mrs. Bodisco with her two sons embarked in the first boat launched, which shordy after leaving the side of the ship was swamped. The Bodiscos had bought tickets for Hamburg. from which place they intended to proceed to St. Petersburg. Mrs. Bodisco's native city. A third son, Vladimir Bodisco, is now at Philadelphia, a midshipman in the Russian Navy. Bodisco, Boris, the youngest son of the late Consulgeneral of Russia in this city.

CLYMER, Mrs. WHAIAM B., of No. 65 West Thirty-eighthst, widow of the late William B. Clymer. No further intelligence concerning the Clymers was received yesterday by Dr. Clymer. The safety of Miss Clymer and her youngest slater has been confirmed, but Mrs. Clymer, her son and second daughter are probably lost. The first message received by the relatives was one from Miss Mary Clymer to Miss Mary Clymer of Miss Mary Clymer immediately repeated the message to Dr. Meredith Clymer, of this city. Dr. Clymer sent a dispatch to Dr. George Clymer, of Washington, vesterday morning, asking him if he would immediately advise his son to go to England after the surviving children and bring these to America. The probability is that Dr. Meredith Clymer will sail for England to-day to bring the children home. The Doctor spent yesterday and last night at Trenton, N. J., and together with Miss Mary Clymer, of Trenton, made arrangements about torwarding money to the children. He said that he had no hope of the safety of any except Mary and Ross. Up to a late hour last night no dispatches had been received at his house in Thirty-eighth-st.

CLYMER, Maria Hissler, age fifteen years, second daughter of Mrs. William B. Clymer; as some sailors attempted to get into the boat into which he was helping his sisters and which was then dangerously full, he cut the ropes helfing the boat to the ship's side. As the boat diffied away he called good-byy to nis two sisters and which was then dangerously full, he cut the ropes helfing the boat to the ship's side. As

DEHU, CAROLINE, of San Francisco, a passenger in the second cabin, of whose fate no particulars were received yesterday.

FORKES, O., second officer, and formerly chief officer of the Suevial of the same line. He is believed to have been lost.

KAUFMAN, JACOB, of New-York.

LUEKE, ERNST, B., recently of the firm of August Belmont & Co., or this city, with his wife and three children, were lost. A private dispatch from an intimate friend was received yesterday announcing the loss of the whole family. The family embarked in the first boat, in which were Mrs. Bodisco and her two sons. The boat was swamped seon after being launched, and all on board are believed to have perished.

laumehed, and all on board are believed to have perished.

LCCKE, Mrs. ERNST B., with her husband and three
children were lost according to private dispatches
having been received yesterday.

MADSEN, L., of Harlem, is believed to be among the
lost, but no news regarding him was received yesterday.

SCHEDING, J., ship's surgeon, age about thirty years, is
believed to have perished.

STIEHL, MINNA, and four young children. Two children
at Dover, not identified, may be two of the children
of Mrs. Stiehl.

WOLFF, AMELIE, of No. 666 Lexington-ave. No tidings
of her fate were received yesterday by her brother in
this city. It having been her intention to go to Hamburg and thence to Berim, slight hope of her rescue
is entertained.

THE LIST OF THE MISSING.

The following are the names of those passengers and officers of whose fate no particulars have been received:

BERNHARDT, R., second-engineer.

DECK, JOHN, of New-York.

ENGELKE, E., fourth-engineer.

FRICK, Miss CHRISTINE, of New-York.

FUNK, Mrs. L., of Madisson, Wis.; was the wife of Louis

Funk, of Madisson. A few weeks since she left her

home for Germany, in order to take possession of a

small fortune left to her by a relative. She was a

milliner.

milliner.

GESLOFF, A., fourth officer.

GRISET, EMIL, of Hartford, Conn.

HJORENG, JAMES, of Omana, Neb.

JENSEN, CHRISTIAN, of Racine, Wis.

KOSER, P., third engineer.

KEUGER, B., steward.

NIESS, C., purser.

PETERS, C., chief steward of the first cabin.

PETERS, N. SOPHIA, New-York.

Peters, C., chief steward of the first cabin.
Petersen, Sophia, New-York.
Reimann, Wilhelm, of Toledo, Ohio.
Schell, F., of Chicago, Ill.
Schell, F., of Chicago, Ill.
Schelckhardet, Christian, formerly of Buffalo, N. Y.
Semann, John, of Maiden, N. Y.
Sponel, Friedrich, of Chicago, Ill.
Stenger, John M., of Turner's Falls, Mass.
Struck, Frederick, of Davenport, Iowa.
Tidow L., of Paliadelphia, Penn.
Walz, Xavier, of Allegheny, Penn.
Williams, Alfred, pauper immigrant.

SCENES AT THE COMPANY'S OFFICE. GIVING THE LATEST REPORTS TO ANXIOUS CALLERS

-CONFIRMATION OF THE CAPTAIN'S SAFETY. The office of the company was visited yesterday by many friends of the passengers of the Pom-merania, who inquired anxiously for the latest news. The agents of the line and the cierks devoted their whol time to answering these questions. The dispatches giving the names of those who left the steamer at Plymouth and Cherbourg and of those who had een rescued, were eagerly scanned by the catlers. Mr. Meyer sat in his office, No. 61 Broad-st., throughout the day, receiving dispatches. He remained at the office until a late hour to give the latest particulars of the disaster for publication this morning. A large number of the personal-friends of Captain Schwensen called to obtain a confirmation of the report that he was saved, but it was late in the afternoon before a dispatch to that effect was received. Mr. Meyer stated positively that the captain's wife was not on board the ship.

Among the passengers on the Frisia, the companion ship of the lost Pommerania, which arrived here Tuesday evening from Hamburg, were John M. Wilson, the day evening from Hamburg, were John M. Wilson, the United States Consul at Hamburg, and the Baron W. De Wagstaff, of Russia. Mr. Wilson stated vesterday that he was well acquainted with Captain Schwensen and with severa of the passengers who were saved. Mr. Wilson is here on official business, and intended to return to Hamburg on the next trip of the Pommerania. The Baron De Wagstaff is in the United States on official business for the Russian Government.

THE FIRE RECORD.

IN EIGHTH-AVENUE.

Fire destroyed a portion of the stock in Rodgers & Orr Brothers' dry goods store at Nos. 183 185, and 187 Eighth-ave. last evening. In the show windows are 132 gas jets. The turning off of the gas in the rear of the store caused the flames in these to flare up and set fire to some light materials. The millinery department on the second floor was abbaze in a moment, and the flames spread to the store below. ment, and the flames spread to the store below. The stock, varied at \$15,000, was much damaged by fire and water. The loss is said to be \$20,000. Luke Orr, one of the pertners, returning to his store just as the fire broke out, was prostrated by grief and exettement, and was carried famining to his house. He estimates the insurance on the stock at between \$60,000 and \$70,000, distributed in several companies. The building was damaged \$10,000.

IN A SCHOOL-HOUSE.

The packing around the steam pipes over at One-hundred-and-twenty-fifth-st. and Third-ave., caught fire at 11 a. m. yesterday, but f the flames were extinguished with trifing damage. The prompt action of the teachers prevented a panic among the scholars who were dismissed without containing. the boilers in the basement of Grammar School No. 39,

A HUNDRED HOGS BURNED ALIVE. ALBANY, N. Y., Nov. 27 .- The pork-packing establishment of George Swartz, jr., on Central-ave. was burned to-day. The loss is estimated at \$40,000; insured for \$19,724 in about a dozen companies. One hundred live bogs were burned to death.

A TOBACCO FACTORY BURNED. RICHMOND, Va., Nov. 27.-The tobacco facory of Lester & Griggs, at Henry Court-House, Va., has been destroyed by fire. The total loss is not stated. The insurance amounts to \$12,000 on stock.

/ MURDEROUS DEEDS IN EUROPE.

A BOMB EXPLODED AT PESTH-MURDERS IN ITALY. PESTH, Wednesday, Nov. 27, 1878. Last night while M. Tisza, the Hungarian

Prime Minister, was entertaining Count Andrassy and a number of members of the Delegations, a bomb exploded in an alley between the Fortress Theatre and the Minister's palace.

Examination of the fragments showed that the be

had been charged with dynamite. The windows of the palace were shattered, but nobody was hurt. Great exeitement prevails.

Rôme, Wednesday, Nov. 27, 1878.

The newspapers announce several assassinations in the provinces. It is unknown as yet whether they are of a political nature of not.

INCIDENTS IN THE COAL TRADE.

PHILADELPHIA, Nov. 27 .- At a meeting of the joint committees of the Lehigh and Schuyikill Coal Exchanges, held this afternoon, for the purpose of arranging prices for the line and harbor trade for the month of December, it was agreed to make no change from the present figures.

Portsville, Penn., Nov. 27.—There will be a general suspension of mining operations in this region on Saturday, to continue for one week. Work will then be resumed and continue until January 1 next.